

LOS ANGELES INTERNATIONAL AIRPORT

AIRCRAFT NOISE ABATEMENT OPERATING PROCEDURES AND RESTRICTIONS (EXCERPTED FROM LAX RULES AND REGULATIONS DOCUMENT)

**AIRPORT NOISE ABATEMENT BUREAU
CITY OF LOS ANGELES DEPARTMENT OF AIRPORTS
#1 WORLD WAY – LOS ANGELES, CALIFORNIA 90045**

AIRCRAFT NOISE ABATEMENT OPERATING PROCEDURES AND RESTRICTIONS

This section sets forth the Department's informal noise abatement traffic, flight and runway use procedures and includes or references the Department's formal noise abatement ground operations restrictions and other airport noise abatement procedures, restrictions and regulations involving aircraft operations.

All aircraft operators shall comply with Federal Aviation Administration regulations and procedures for noise abatement and noise emission standards and with all rules, policies, procedures, resolutions and ordinances established by the City of Los Angeles, The Board of Airport Commissioners and the Department of Airports relative to noise abatement.

It is not intended that any of the traffic or flight procedures contained herein shall, in any manner, abrogate the authority and responsibility of the pilot in command to assure the safe of the aircraft.

1. Operational Responsibilities

- a. Air traffic control shall employ the noise abatement preferential runway and taxiway use procedures specified herein, recognizing that under certain conditions it may be necessary to prescribe deviations because of aircraft emergencies, adverse weather, or field construction and maintenance work. Nothing in these procedures shall limit the discretion of either air traffic control or the pilot with respect to the full utilization of the airport facilities in an unusual situation.
- b. Pilots of large aircraft (greater than 12,500 pounds) and pilots of all turbine powered aircraft who are assigned a noise abatement runway by the Control Tower shall use that runway unless the pilot determines that in the interest of safety another runway shall be used, except as provided on Page 7-3 paragraph 4., Traffic and Flight Procedures (Over-Ocean Operations).
- c. Unless specifically instructed otherwise by air traffic control, pilots of all aircraft departing toward the west shall, in accordance with Page 7-3 paragraph 4., maintain runway heading until **past the shoreline** before commencing **any** turns.
- d. Airline maintenance managers are to ensure that their personnel observe the maintenance restrictions set forth on Page 7-8 paragraph 6.

- e. The Department of Airport's Airfield Operations Bureau shall stop maintenance operations, which are not in compliance with the maintenance restrictions set forth on Page 7-8 paragraph 6. And shall stop waived maintenance checks when identified with community complaints due to unusual climatic conditions.
- f. The Department of Airports' Airfield Operations Bureau shall stop aircraft operations, which are not in compliance with the Imperial Terminal Procedures set forth on Page 7-9 paragraph 7.

2. Reporting and Implementation Responsibilities

- a. The Los Angeles Control Tower or TRACON Office will call the Department of Airports' 24-hour noise reporting number (64-NOISE) to advise either the Department of Airports' Community Relations Office (weekdays) or the Airfield Operations Bureau (night, weekends) of observed pilot deviations from the Traffic and Flight Procedures contained on Page 7-3 paragraph 4 and Page 7-6 paragraph 5.
- b. The Department of Airports' Airfield Operations Bureau will advise the Department of Airports' Community Relations Office of reported and observed deviations from the Aircraft Noise Abatement Operating Procedures and Restrictions contained herein.
- c. The Department of Airports' Community Relations Office will receive and record all reported and observed deviations from the Aircraft Noise Abatement Operating Procedures and Restrictions contained herein and, as appropriate, will contact, either directly or through Airport Management, the Federal Aviation Administration, aircraft owners, pilots airline officials, community complainants or others concerning such deviations.
- d. The Department of Airports' Noise Abatement Office will, in cooperation with the Federal Aviation Administration, airline and pilot user groups, and other Department of Airports offices, prepare and, as necessary, revise the Aircraft Noise Abatement Operating Procedures and Restrictions set forth herein.

3. Runway Use Procedures

- a. Preferential Runway Use. During the noise sensitive hours of 2200 to 0700, air traffic control shall maximize use of inboard Runways 24L/6R and 25R/7L and Taxiways K and U. Over-Ocean Operation Procedures shall be in effect between the hours of 2400 and 0630 as provided on Page 7-3 paragraph 4. At all other times, the inboard runways shall be preferred to the outboard runways for departures and, except as set forth for Over-Ocean Operation Procedures, the outboard runways shall be preferred to the inboard runways for arrivals.
- b. Intersection Departures. Intersection departures will be used only when it improves the overall efficiency of the traffic flow. The only intersections designated for intersection departures are Taxiways 36U and 8J when they are in a west flow. There are no designated intersections for departures during east traffic.

4. Traffic and Flight Procedures.

Due to the prevailing winds, aircraft at Los Angeles International Airport normally approach and depart to the west (westerly operations). When weather conditions require, operations are reversed, with aircraft arriving and departing to the east (easterly operations). Between the hours of 2400 and 0630, however, aircraft operate in accordance with the over-ocean preferential runway use procedures, approaching over the ocean toward the east and departing over the ocean toward the west (over-ocean operations). Procedures for westerly, easterly and over-ocean operations are set forth below.

WESTERLY OPERATIONS

WESTERLY OPERATION APPROACH PROCEDURES; RUNWAYS 24/25 BETWEEN 0630 AND 2400 HOURS

Traffic Pattern Entry – North and Northwest Traffic. Air traffic control will instruct all turbojet and four-engine turboprop aircraft that will make a visual approach to execute the 45 degree visual approach as depicted on current aeronautical charts.

- Fly outbound via the Santa Monica 068-degree radial during downwind leg until commencing turn to base leg.
- Remain at 5000 feet or above until passing LAX 009 degree radial on downwind leg.
- Start turn to base leg at or above 3500 feet. Fly base leg over or just east of the Harbor Freeway. When assigned Runways 25, cross the extended centerline of

Runways 24 at or above 2500 feet. Turn final approach at or above 2000 feet east of Hollywood Park.

Traffic Pattern Entry – Other Direction Traffic. As directed by air traffic control and remain at or above 2000 MSL until intercepting final approach course east of Hollywood Park Race Track.

Flight Procedures.

- It is required that large (over 12,500 pounds) airplanes approaching to land, in accordance with FAR 91.87 (d) (2), fly at an altitude at or above the ILS glide slope between the outer marker (or the point of interception with the glide slope if compliance with applicable distance from clouds criteria require interception closer in) and the middle marker.
- When weather permits, high altitude low drag minimum thrust approaches are encouraged.

WESTERLY OPERATION DEPARTURE PROCEDURES: RUNWAYS 24/25 BETWEEN 0630 AND 2400 HOURS

Flight Procedures. Except in an unusual situation, or at the specific direction of air traffic control, pilots will be requested to:

- Maintain runway heading until past the shoreline and reaching 4000 feet before making a right turn and 3000 feet before making a left turn. Twin engine piston and turboprop and all light (under 12,500 pounds) propeller aircraft are exempt only from the altitude restriction.
- Air traffic control will vector turbojet and four-engine turboprop aircraft only in an area bounded by bearings westward from the shoreline of 210 degrees and 270 degrees until reaching the aforementioned altitudes stipulated in the above paragraph.
- Pilots of civil turbojet powered airplanes should employ the takeoff and departure outlined in FAA Circular 91.-53 dated October 17, 1978. However, this does not imply that a reduced thrust technique cannot be used during westerly direction takeoffs.

Nighttime Standard Instrument Departure (SID). During the night hours commencing approximately at 2100 until 0700, the ocean departure (FLIPR TWO) will be used for all IFR jet departures that would normally have been routed via San Diego, Seal Beach, or Loops SID's. Between 2400 and 0700, the Ventura departure will be used in lieu of the Gorman departure.

EASTERLY OPERATIONS

EASTERLY OPERATION APPROACH PROCEDURE: RUNWAYS 6/7 (WHEN WEATHER CONDITIONS REQUIRE)

Traffic Pattern Entry. As directed by air traffic control.

Flight Procedures.

- All aircraft shall conduct over-ocean approaches from west to east.
- The base leg for visual approaches shall be flown at least one mile west of the shoreline.

EASTERLY OPERATION DEPARTURE PROCEDURES: RUNWAYS 6/7 (WHEN WEATHER CONDITIONS REQUIRE)

Flight Procedures. Pilots of civil turbojet powered airplanes should employ the takeoff and departure procedure outlined in FAA Circular 91.53 dated October 17, 1978. Use of a reduced thrust technique during easterly direction takeoffs is discouraged.

OVER-OCEAN OPERATIONS

OVER-OCEAN OPERATION APPROACH PROCEDURES

Easterly Approach Flight Procedures: Runways 6/7 Between 2400 and 0630 hours.

- In accordance with the flight procedures delineated above for Easterly Operation Approach Procedures.
- All landings shall be made on Runways 6R and 7L. Deviations are permitted in accordance with Page 7-1 paragraph 1.

Westerly Approach Flight Procedures (Due to Weather Limitations) Runways 24/25 Between 2400 and 0630 hours. In the event air traffic control determines that there is a ceiling of 400 feet or less above ground level at the westerly end of the airport, or that the tail wind component exceeds ten knots from the west, or the runway visual range (RVR) indicates less than 2400 feet, the Federal Aviation Administration may permit all aircraft to land from east to west in accordance with the procedures delineated above for Westerly Operation Approach Procedures.

OVER-OCEAN OPERATION DEPARTURE PROCEDURES

Westerly Departure Flight Procedures: Runways 24/25 Between 2400 and 0630 hours.

- In accordance with the flight procedures delineated above for Westerly Operations Departure Procedures.
- All departures shall be made on Runways 24L and 25R. Deviations are permitted in accordance with Page 7-1 paragraph 1.a.

Easterly Departure Flight Procedures (Due to Weather Limitations): Runways 6/7 Between 2400 and 0630 hours. In the event air traffic control determines that existing weather provides for only easterly departure traffic flow, including a tail wind component that exceeds ten knots from the east, the Federal Aviation Administration may permit:

- Only aircraft certified in accordance with Federal Aviation Regulations (FAR) Part 36 Stage 2 or 3, or Annex 16, Part 11, Chapter 2 or 3 of the International Civil Aviation Administration (ICAO), or those weighing 12,500 pounds or less to depart from west to east.
- During said hours, no aircraft weighing more than 12,500 pounds not certificated in accordance with FAR Part 36 Stage 2 or 3 or ICAO Annex 16, Part 11, Chapter 2 or 3 shall depart from west to east.
- All departures shall be made on Runways 6R and 7L. Deviations are permitted in accordance with Page 7-1 paragraph 1.a.

5. Helicopter Operating Procedures

- a. All operators conducting helicopter operations at Los Angeles International Airport shall carry a current LAX area Helicopter Route Chart and shall comply with Los Angeles Control Tower requirements and procedures pertaining to helicopter routes and altitudes within the Los Angeles Terminal Control Area, Airport Traffic Area and the Los Angeles Control Zone, and with the procedures set forth herein.
- b. Helicopter operators arriving or departing the airport shall utilize the flight routes designated by the Federal Aviation Administration for Visual Flight Rules (VFR) and Special Visual Flight Rules (SVFR) operations.
- c. During SVFR operations, helicopter operators are requested to utilize the southerly industrial route when arriving or departing the airport unless specifically instructed otherwise by air traffic control.

- d. In addition to using Federal Aviation Administration designated flight routes, helicopters maintain an altitude of 2,000 feet, weather, traffic and safety permitting.
- e. Helicopter operators shall use noise abatement approach and departure flight techniques.
- f. Helicopter operators shall avoid nighttime (2200 to 0700) operations and scheduled, instrumented, passenger helicopter operators shall avoid nighttime (2200 to 0600) operations except in extreme emergency cases.
- g. All helicopter training operations are prohibited, such as: touch-and-go, stop-and-go, and low approach, except for Federal Aviation Administration certification flights.
- h. Helicopter operators shall provide an identification symbol as prescribed by the Department of Airports that is readily visible from the ground on each of the rotorcraft used in regularly scheduled Los Angeles International Airport service.
- i. Prior to issuance of a helicopter operating agreement, operators are required to develop, implement, and file with the Board of Airports Commissioners a “Fly Neighborly Program” that emphasizes noise abatement and community compatibility through actions in at least the following areas:
 - (1) Pilot Awareness
 - (2) Pilot Training and Flight Operations Planning
 - (3) Noise Abatement Techniques
 - (4) Sensitivity to Community Concerns
 - (5) Public Information/Helicopter Identification
 - (6) VFR/SVFR Approach and Departure Routes
 - (7) Hours of Operations

- j. Fly Neighborly Programs shall be kept current and shall be refiled with the Board of Airport Commissioners whenever revised
- k. All helicopter-operating agreements shall be issued for a period not longer than five years and shall be reviewed on an annual basis by the Executive Director. The Executive Director shall submit a compliance report to the Board of Airport Commissioners.

6. Maintenance Restrictions (See also Page 3-3 paragraph 7.)

- a. Engines Mounted on Aircraft. The run-up of mounted aircraft engines for maintenance or test purposes on both leased and non-leased areas is prohibited between the hours of 2300-0600 unless waived in an individual case by the Executive Director, or his duly authorized representative, subject to the following conditions:
 - (1) The engine(s) will be run in a sound suppression unit that will reduce the sound level at the Airport perimeter to 8PNdb or less above the ambient background level in surrounding residential areas at the time the run-up is conducted.
 - (2) A single engine will not be operated to exceed idle power at each leasehold area. If more than one engine is to be checked, each engine must be checked separately.
 - (3) Auxiliary power units will be operated only for maintenance and preflight checks.
 - (4) When engines are idled during compass checks on the compass rose, tractors will be used to orient aircraft heading.
- b. Idle engine checks and auxiliary power units will be operated at the minimum time required to accomplish the necessary maintenance or preflight check.
- c. Engines Not Mounted on Aircraft. Maintenance or test running of jet engines not mounted on an aircraft is prohibited unless performed in a test cell of adequate design. Said cell shall meet noise level criteria at a measurement distance of 250 feet from the center thereof, as follows:

<u>Octave Band</u>	<u>Sound Pressure Level</u>
20-75	85 dB
75-150	79 dB
150-300	73 dB
300-600	72 dB
600-1200	70 dB
1200-2400	68 dB
2400-4800	66 dB
4800-10kc	60 dB

7. Imperial Terminal Procedures

- a. All turboprop powered aircraft over 65,000 pounds maximum gross landing weight or turbojet powered aircraft (regardless of weight) arriving at the Imperial Terminal will taxi to a position on Taxiway F adjacent to the terminal ramp. At this point, engines will be shut down and the aircraft towed into its assigned parking position.
- b. All turboprop powered aircraft over 65,000 pounds maximum gross landing weight or turbojet powered aircraft (regardless of weight) departing the Imperial Terminal will be towed to a position on Taxiway F adjacent to the terminal ramp and positioned facing east or west on Taxiway F prior to starting engines.
- c. Jet engine runs and run-ups are prohibited on the ramp and auxiliary power units may only be operated when required during tow-in or departure.